

### **Remarks**

The application has been reviewed in light of the Official Action mailed September 17, 2004. By the foregoing amendments, the drawings and specification have been amended. Claims 1-10 are pending in this application. No new matter is introduced by the amendments. Supports for the amendments can be found throughout the specification, claims, and drawings of the original application.

The Examiner has objected to the drawings because of failure to show every feature of the invention specified in the claims. In particular, the Examiner has stated that the full ring or lining, the segments, the anchors and the wear parts must be shown or the features cancelled from the claims.

Among the specified features, the anchor parts and the wear parts are shown with reference numerals 4 and 10 in Fig. 1, respectively. By the foregoing amendments, new drawings of Figs. 4 and 5 are introduced. Fig. 4 illustrates the brake lining extending in a full circle ring on the brake disc, and Fig. 5 illustrates the brake lining divided into two or more (e.g., three) ring segments extending a full circle ring on the brake disc. Accordingly, Applicants respectfully submit that the drawings of the application are now in condition to overcome the objection of the Examiner.

The Examiner has rejected claims 1-2 and 4 under 35 U.S.C. 102(b) as being anticipated by Takakura, et al. (U.S. Patent No. 5,975,267). The Examiner has further rejected claims 3 and 5-10 under 35 U.S.C. 103(a) as being unpatentable over the same reference, Takakura, et al. (U.S. Patent No. 5,975,267).

Applicants respectfully submit that teachings of a friction clutch are not automatically applicable for a disc brake as claimed in the claims of the invention.

Claims 1-10 of the present invention are directed to a disc brake, as specifically recited in the claims and also clearly described throughout the specification. More particularly, claims 1-10 of the present invention are directed to a spot type disc brake having a fixed caliper and a moveable, single brake disc.

As is well known in the relevant art, a brake is a device for a motor vehicle to slow down or stop rotation of the wheel by means of friction, and has the function of dissipating kinetic energy to heat. A disc brake is one type of brake having a caliper, at least one brake disc, and a brake mechanism, which is usable typically for trucks, busses, trailers and the like. See the background section of the present application.

Contrary to the claimed invention, the Takakura et al. disclosure is directed to a friction clutch for an automatic transmission for motor vehicles.

As is well known in the relevant art, a clutch is a device substantially different from the brake. In particular, a clutch has the function of connecting and disconnecting by friction the rotation of an automotive wheel with the rotation of the vehicle engine, when desired. The generated heat of the clutch is an unwanted side effect caused from the fact that connection and disconnection cannot be accomplished momentarily. There is always a partial slip during a short interval. However, the energy (heat) generated in a clutch is substantially lower than in a disc brake.

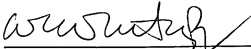
The clutch of the Takakura et al. disclosure provides a plurality of externally toothed discs splined to a drum and a plurality of internally toothed discs splined to a hub. Most of the heat is transmitted through the externally toothed discs. The main object of Takakura et al. is to reduce size and weight but also to avoid problems resulting from thermal distortion. This object is achieved by a plurality of clutch facings provided on only one side of each of the discs and notches provided in each disc.

The object of the present invention as claimed in claims 1-10 is to reduce the width of the disc brake and to distribute the heat in such a way that the brake mechanism and brake disc are protected. This object is achieved in that the single brake disc is furnished with a brake lining material on one side only, and in a full ring (more or less), that the total width of the lining material and one pad is less than the total width of two brake pads, and that the caliper is formed to leave off as much heat as possible. See the summary section of the present application.

In summary, as discussed above, the Takakura et al. disclosure concerns a different product having another function than the claimed invention. Moreover, the Takakura et al. disclosure provides a different design (i.e., a plurality of externally and internally toothed discs, and a plurality of clutch facings provided on one side of each of the discs) in order to solve a different problem than the claimed invention. It is respectfully submitted that the Takakura et al. disclosure concerns a different field of endeavor than the present invention. A person of ordinary skill in the art will not look at the Takakura et al. disclosure to solve the particular problem of the present invention which is different from Takakura et al. as discussed above.

Accordingly, in view of foregoing, Applicants respectfully submit that claims 1-10 of the application are patentable over the cited art of record. Early notice to that effect is earnestly requested.

Respectfully submitted,



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**In the Drawings**

Please add new drawing Figs. 4-5 as enclosed hereto.